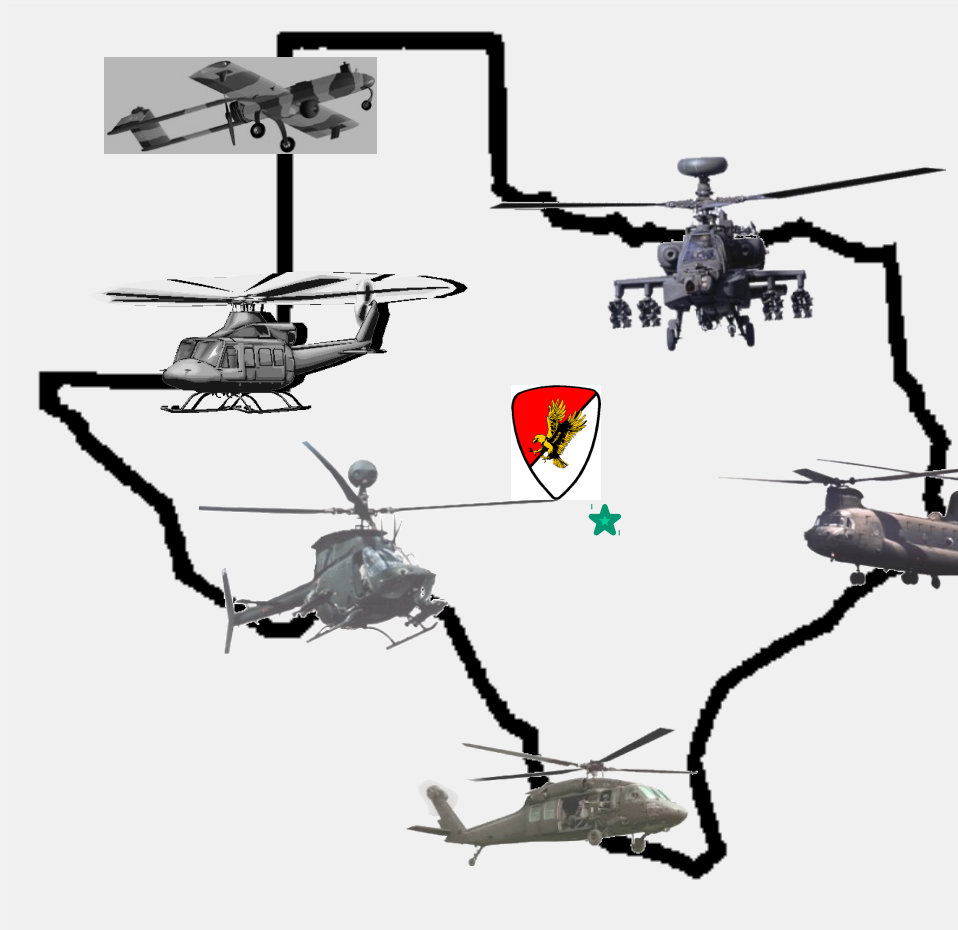


Fort Hood Pilot Orientation Course



Update 5 July 2011

Learning Objectives

- Understand the rules and regulations that govern flight operations at Ft. Hood
- Understand operations and restrictions within the Local Flying Area
- Meet the POC requirements of FH 95-1

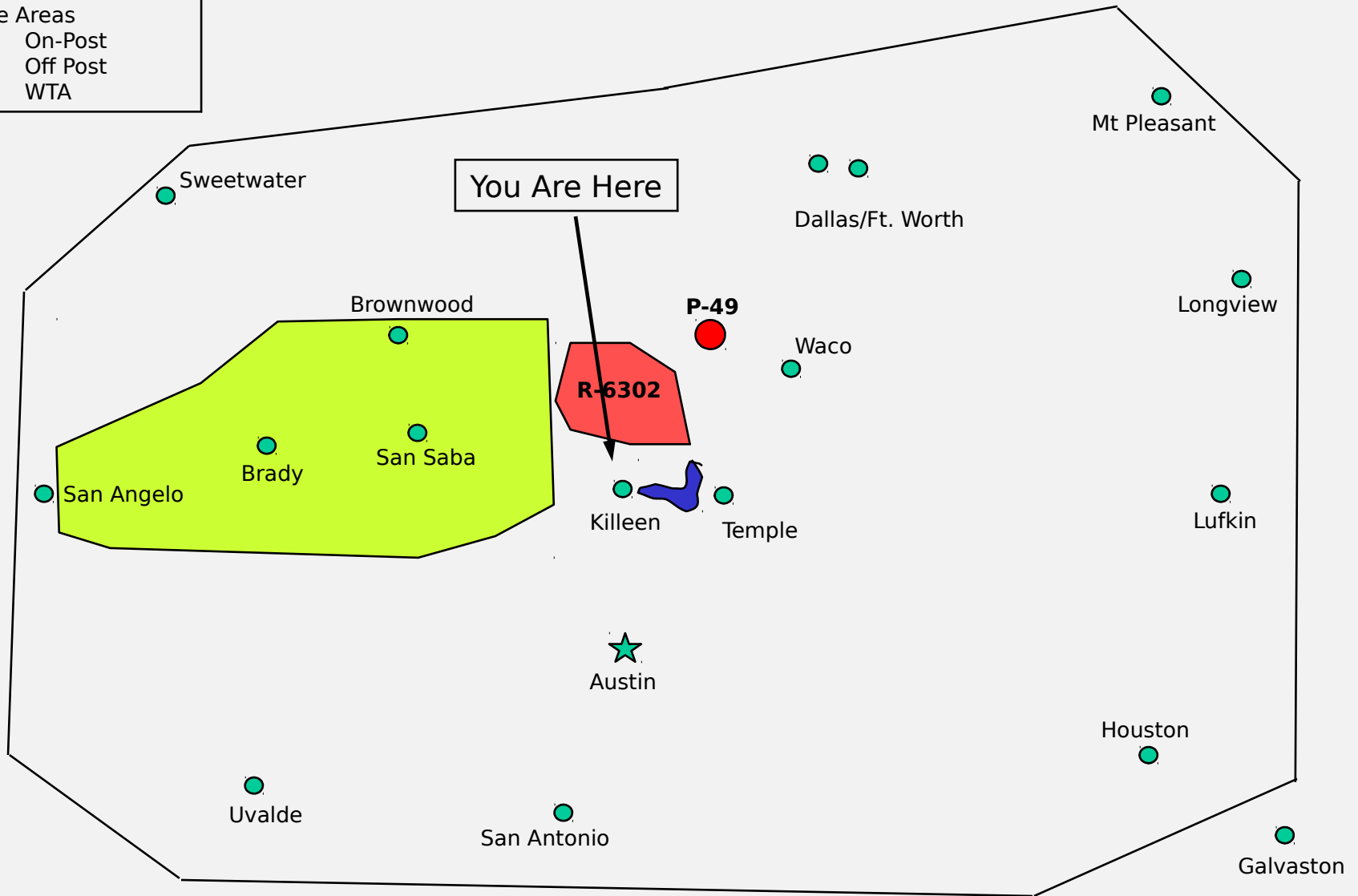
Available Maps & Publications

- Ft. Hood Special (WGS 84) with Aviation overprint
- Western Training Area (WTA) maps
- DOD FLIP
- FH Reg 95-1 (Jan 10)
- 21st CAV Flight Information Handbook (Aug 11)

Ft Hood Local Flying Area

Three Areas

- On-Post
- Off Post
- WTA



Why “**Local**” on a Flight Plan may be inadequate

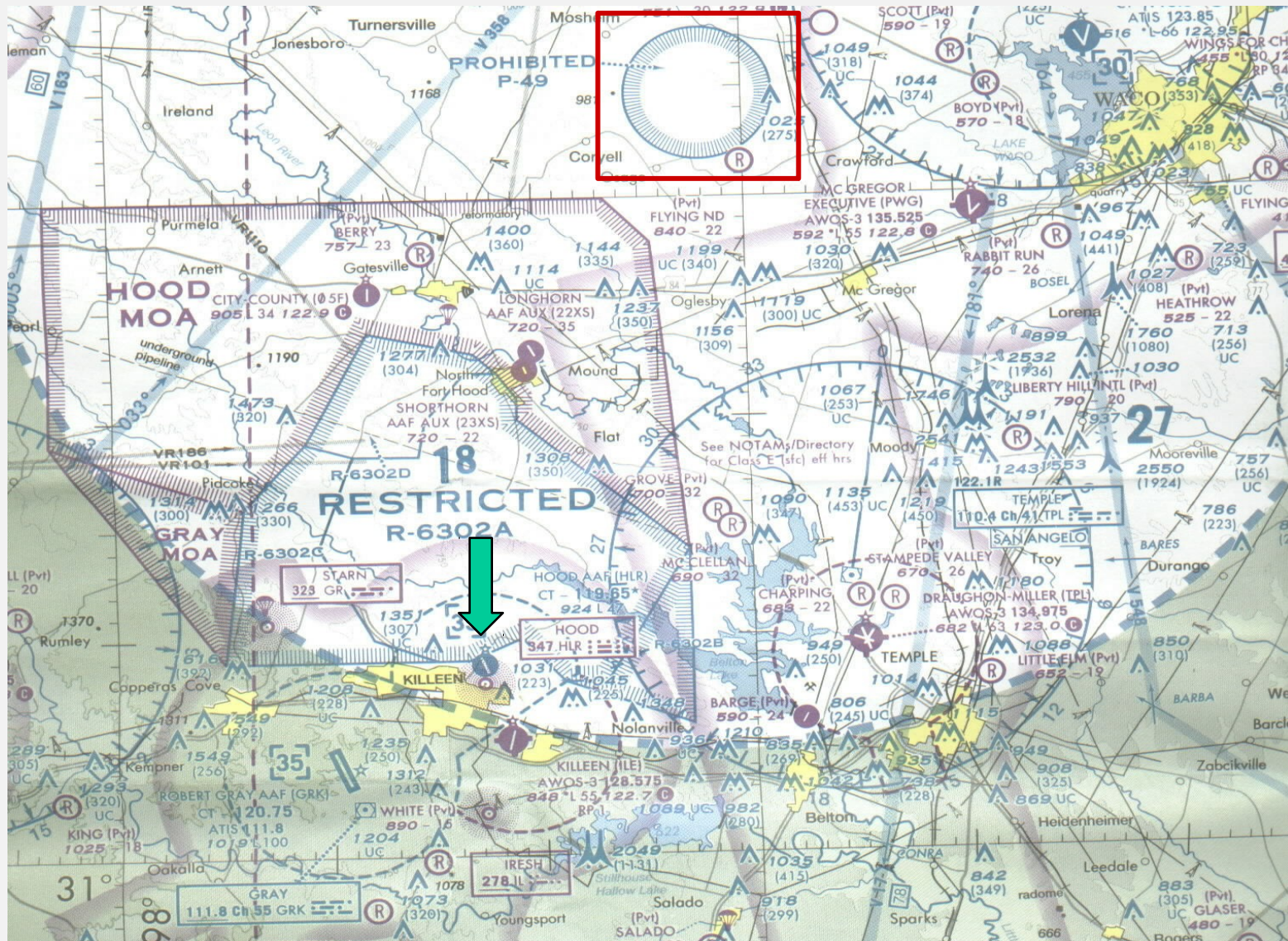
Off Post & WTA Flying Rules

Fort Hood 'does not' control the airspace or own any terrain in the Western Training Area. Use of this area for tactical flight training is the aviators and unit responsibility to fly neighborly and IAW FAA rules.

Extracts from FH Reg 95-1.....

- Unless operations are in an approved tactical training area, flights off the Fort Hood reservation will maintain an altitude of **at least 500 ft. AGL** with a 500 foot slant range from buildings, livestock or other man made obstructions to flight. Unit commanders may authorize flights below 500 feet AGL on a case-by-case basis.
- Due to the large number of noise sensitive areas in WTA 100, 110, and 111, tactical training below 500 feet AGL in these areas is discouraged.
- Flights at or below 200 Feet AGL will not intentionally fly within a 500 foot slant range of buildings, livestock or other man made obstructions to flight.
- No landing authorized except authorized airfields and gov't leased landing areas.

Local Airspace



Hood AAF (HLR)

ELEV: 924'

Hours: 08:00-24:00L

CTAF: 119.65*

TWR: 119.65/269.45

GND: 133.85/225.40

Traffic Pattern: 1500'

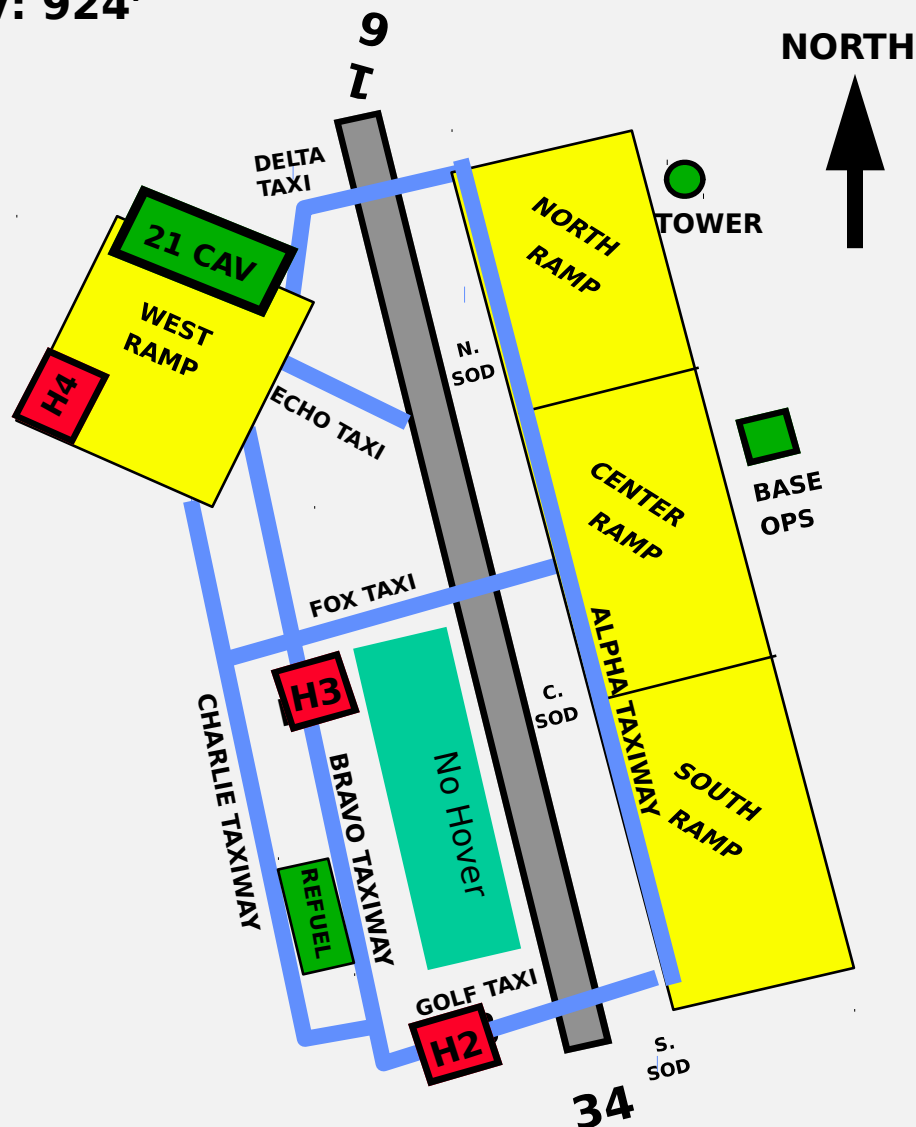
Irregular Traffic Pattern

Two A/C maximum to runway

Landing light ON for ALL night ground operations

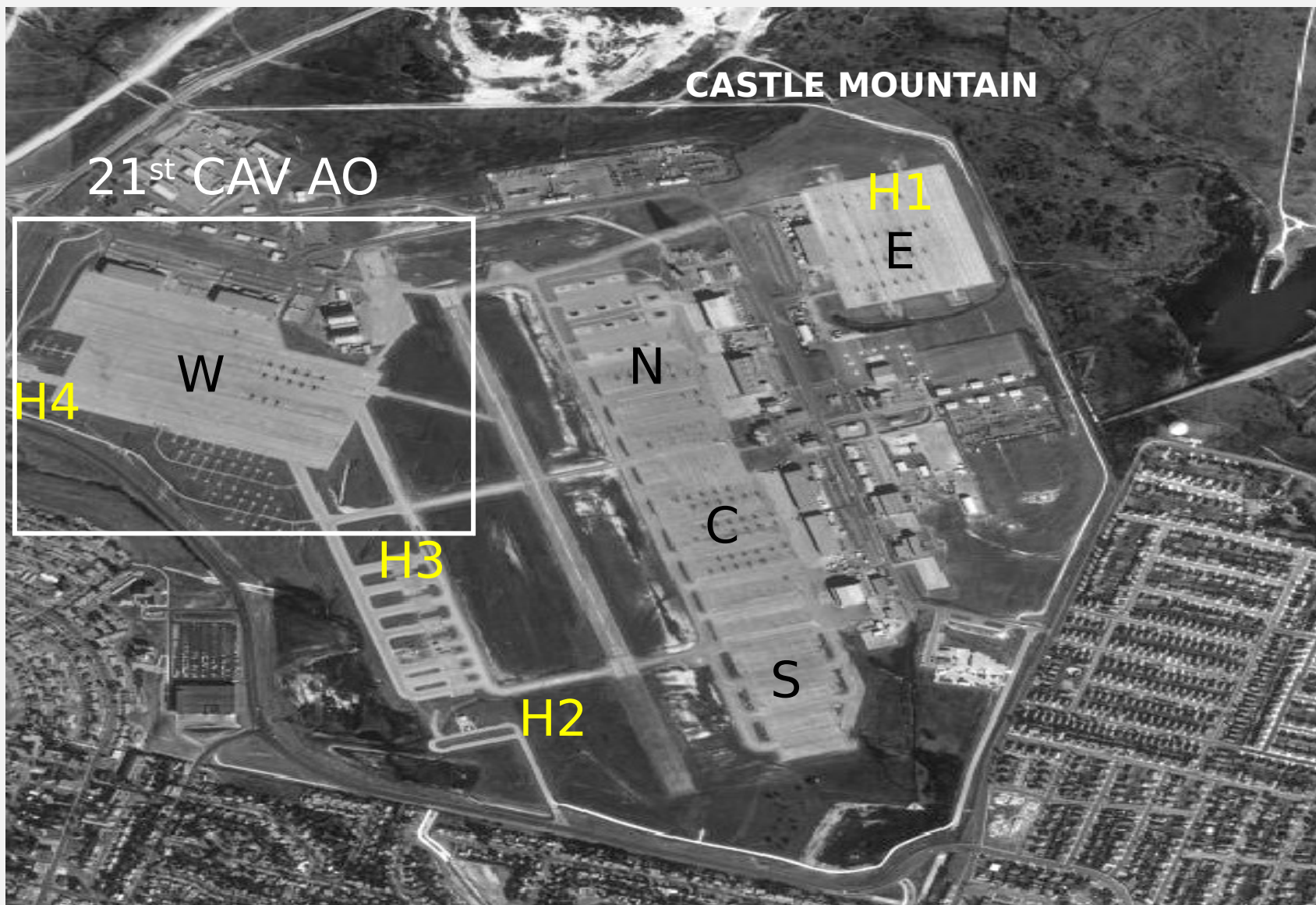
Landing light ON at night in
airfield corridors. Max A/S 90 IAS

A/C may depart HAAF (Day/Night)
via checkpoint Bridge at or below
200'.

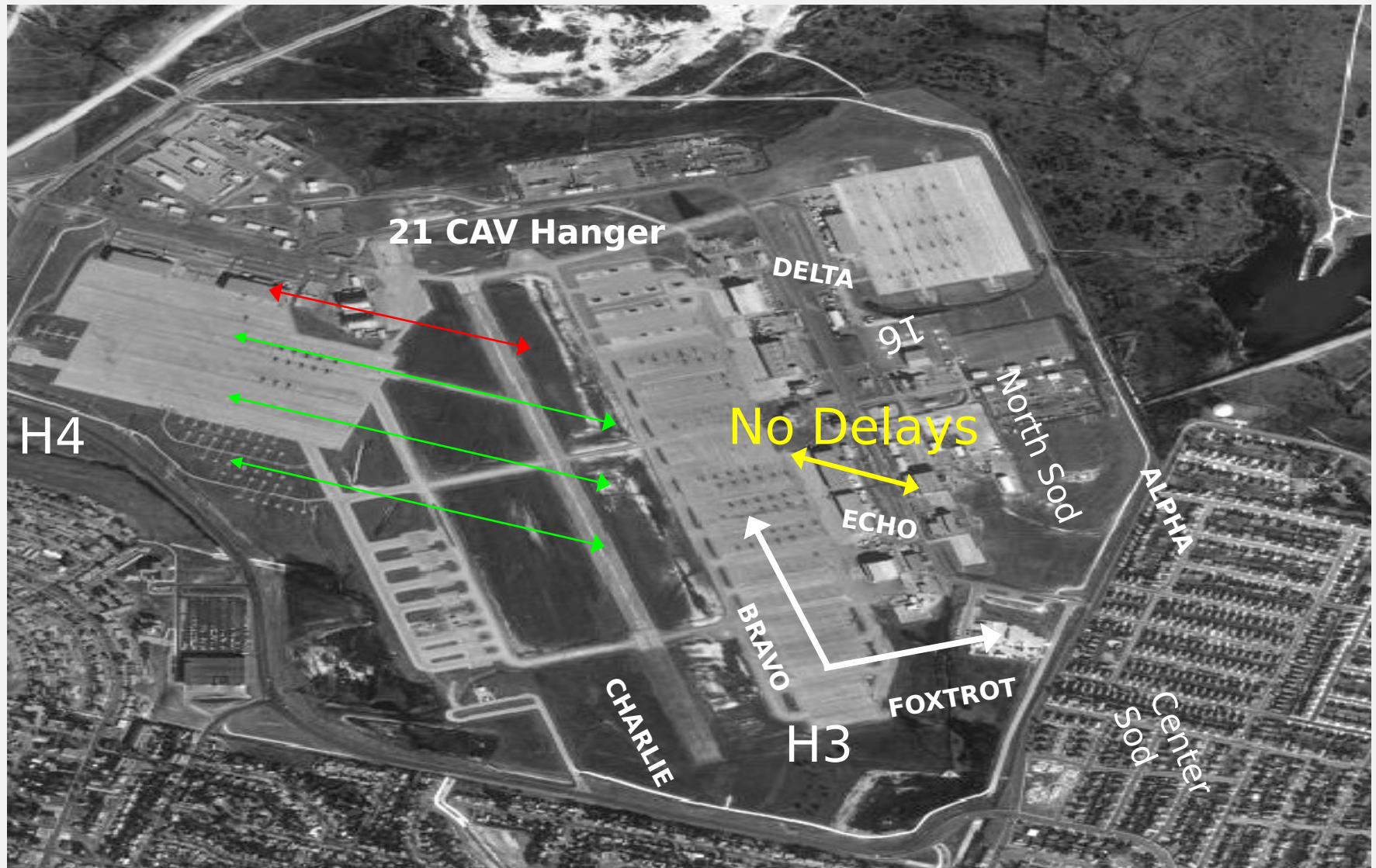


*SVFR Clearance required if Wx less than VFR

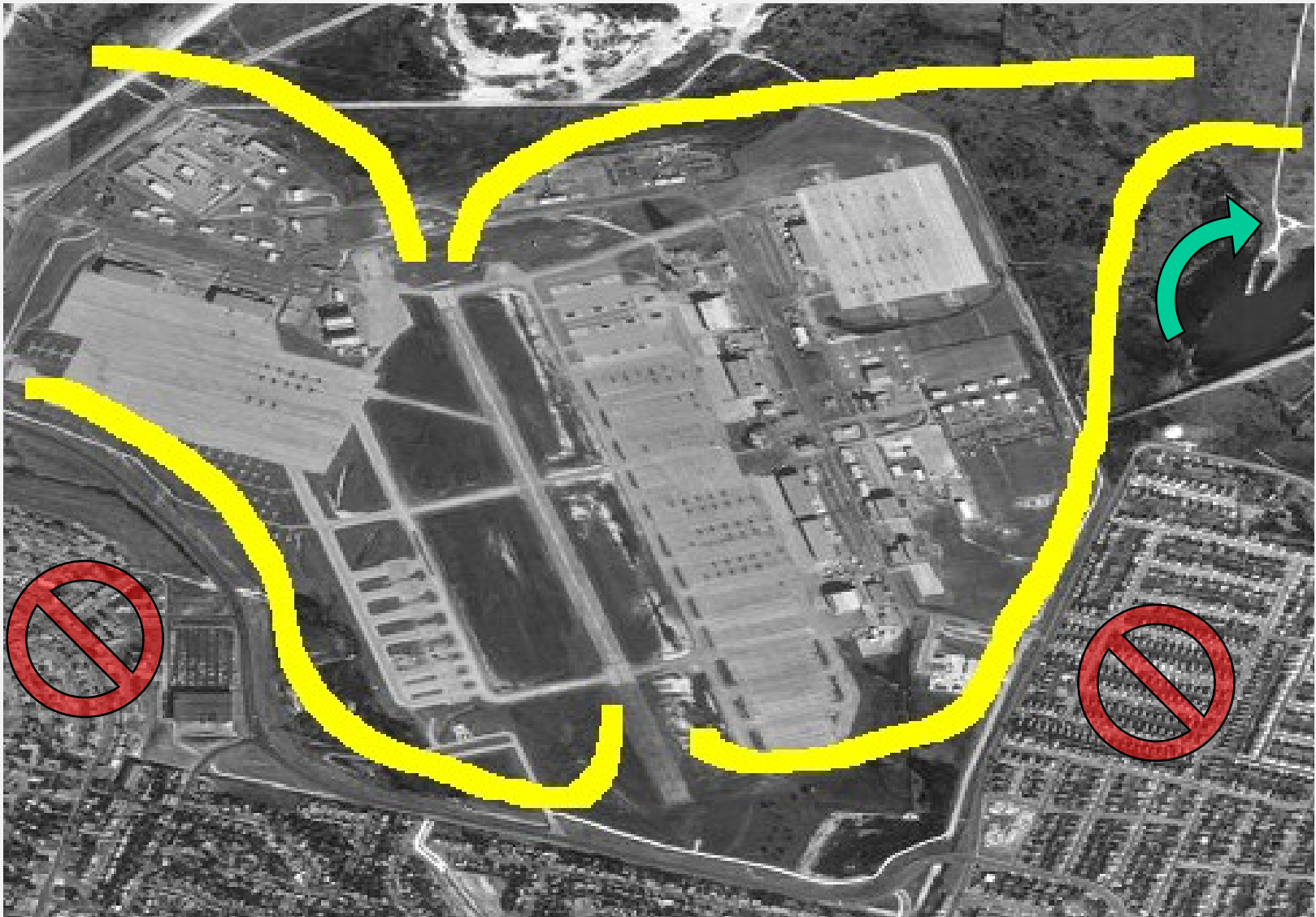
Hood AAF (HLR)



West Ramp Movement/ Landings



Traffic Pattern (Irregular)



North-Field Transition (chokepoint)

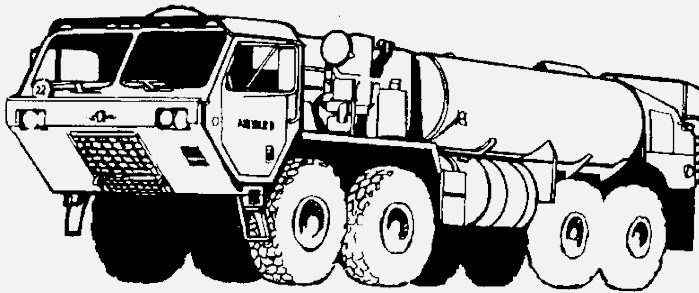


Corridor 1 (westbound)



HAAF Refueling

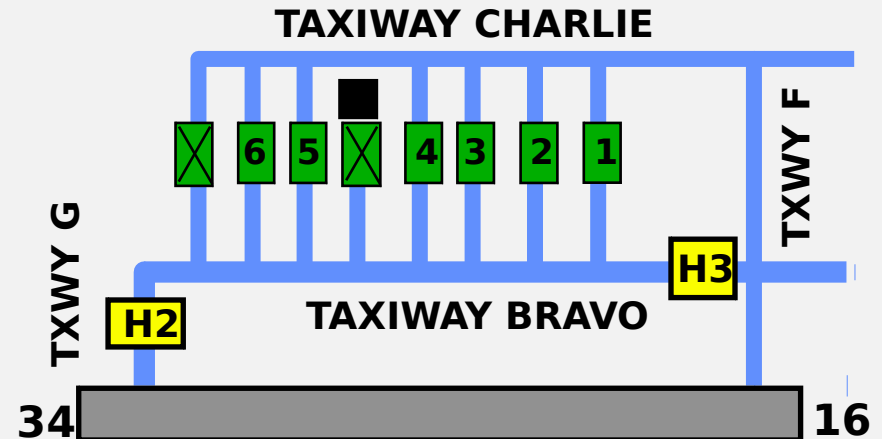
STANDARD



COLD GAS

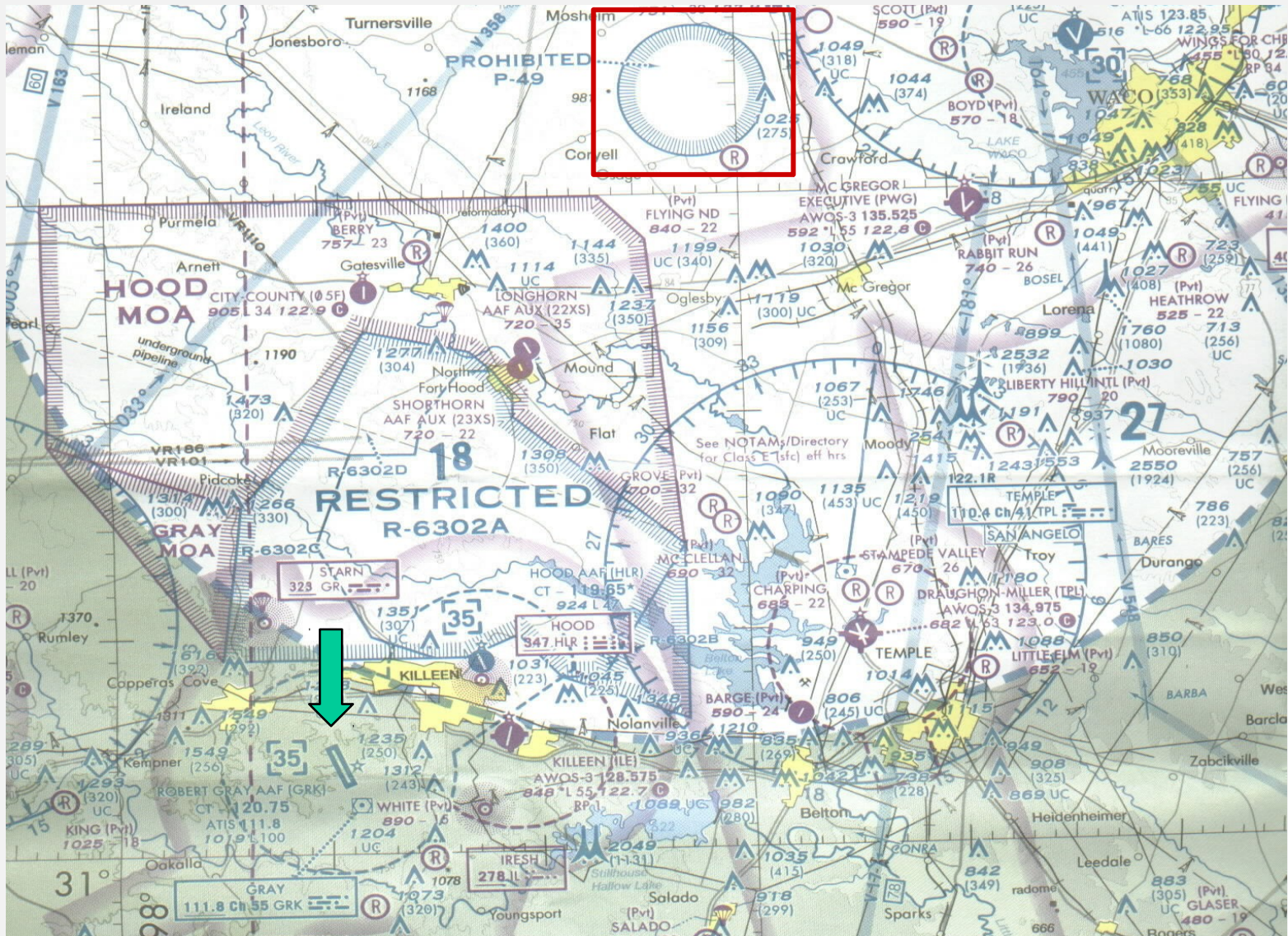
*Non
standard*

HOOD AAF RAPID REFUEL
(Fuel Card Required)



Note: Unit may sign for and
operate FARP

Local Airspace



Robert Gray AAF

ELEV: 1015'

Hours: 24/7

TWR:

120.75/285.5

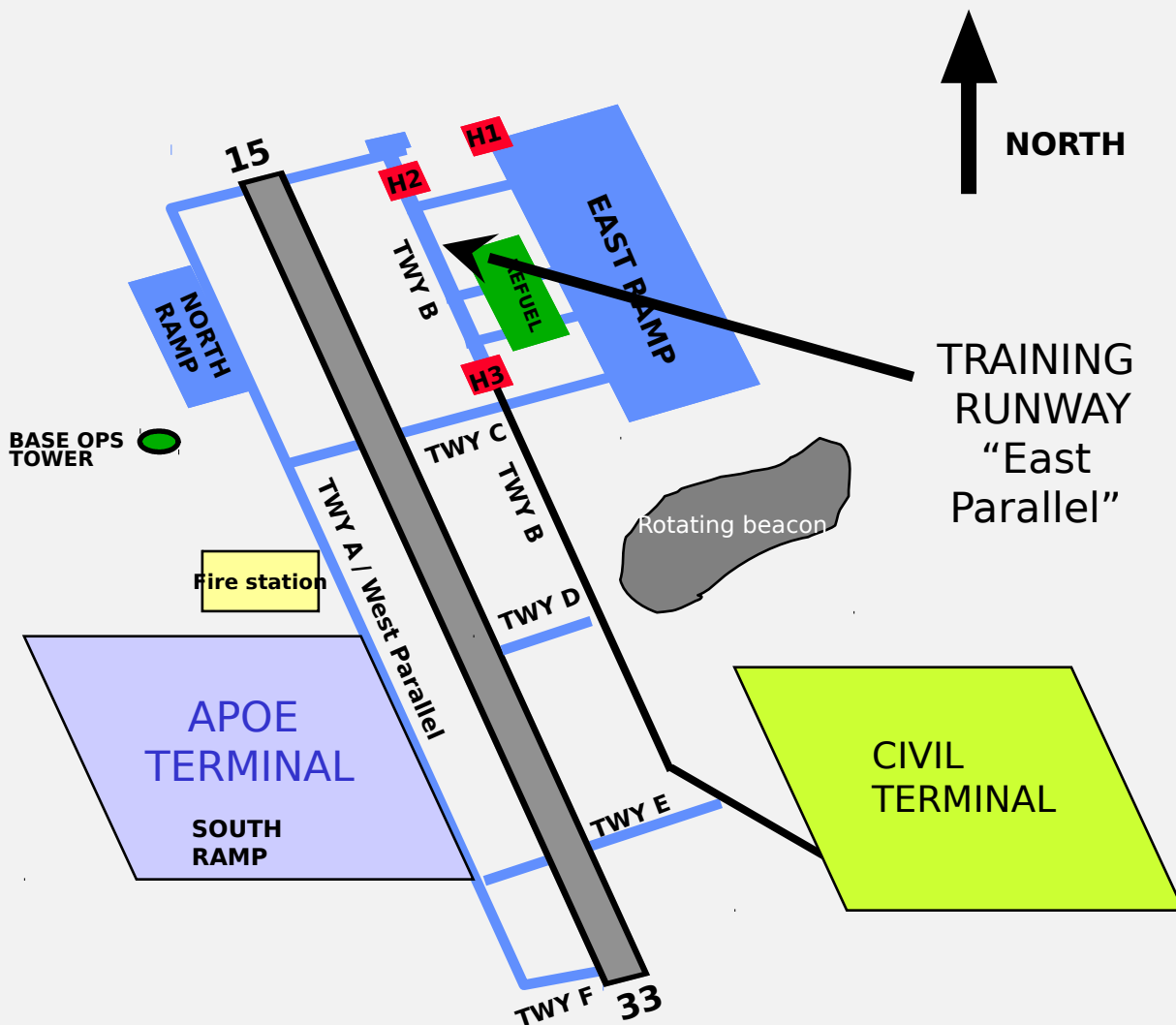
GND: 126.2/299.8

Traffic Pattern:
1500' msl

Maximum of six aircraft in traffic

Landing Lt ON
when entering
pattern at night.

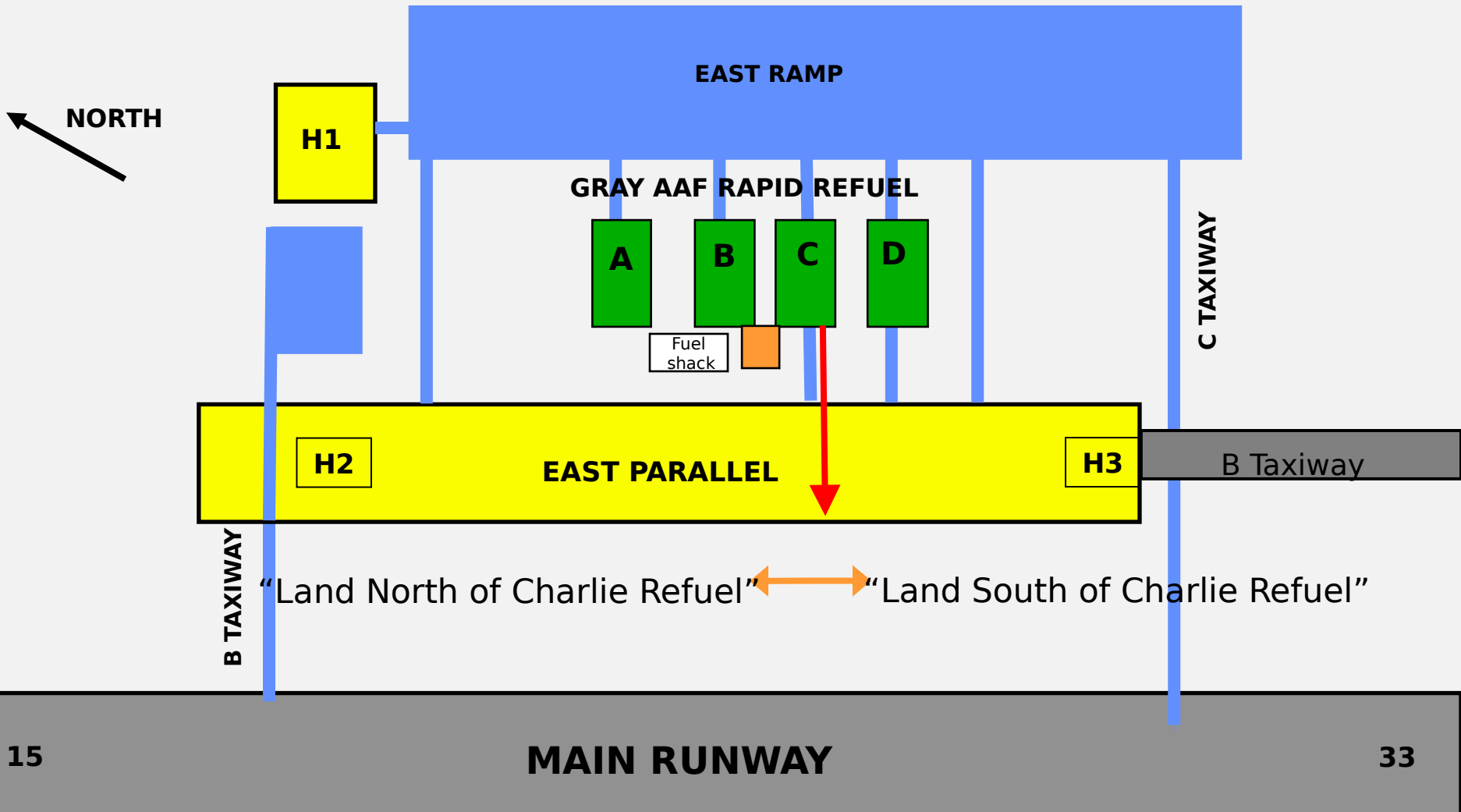
NO FUEL



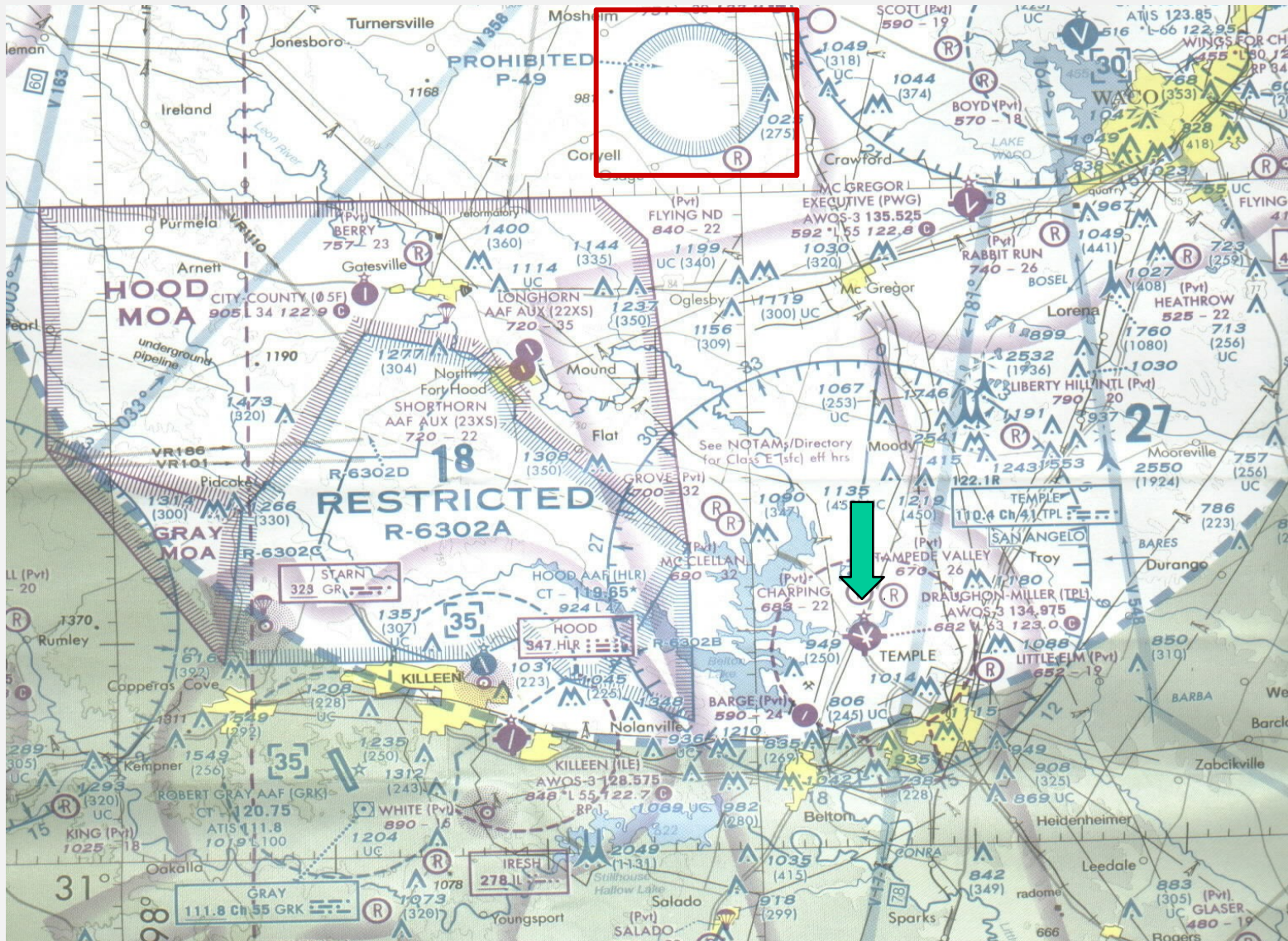
Taxiways



Gray East Parallel



Local Airspace



Draughon-Miller Regional (Temple)

ELEV 682' msl

FW TP Alt 1700 ft

RW TP Alt 700 ft AGL

UNICOM 123.00

(Caution: other
airports)

AWOS-3 134.975

Crash/Rescue Avail

PCL

3 Clicks in 5 Sec (Low)

5 Clicks in 5 Sec (Med)

7 Clicks in 7 Sec (High)

US AIR Card Required
For Fuel

Fly Friendly



R-6302

Hood Radio

- Range Information – Hood NDB 347
- Maintain contact with Hood Radio unless in contact with Tower, Approach or Range Control
- Lometa Repeater in WTA
- WTA – 2 or more aircraft may flight follow internal
- Initial Call:
 - Full Aircraft Call Sign
 - Where you are and where you're going
 - With Information "*" or With "No Information"
 - Updates when arrival or departure of destination

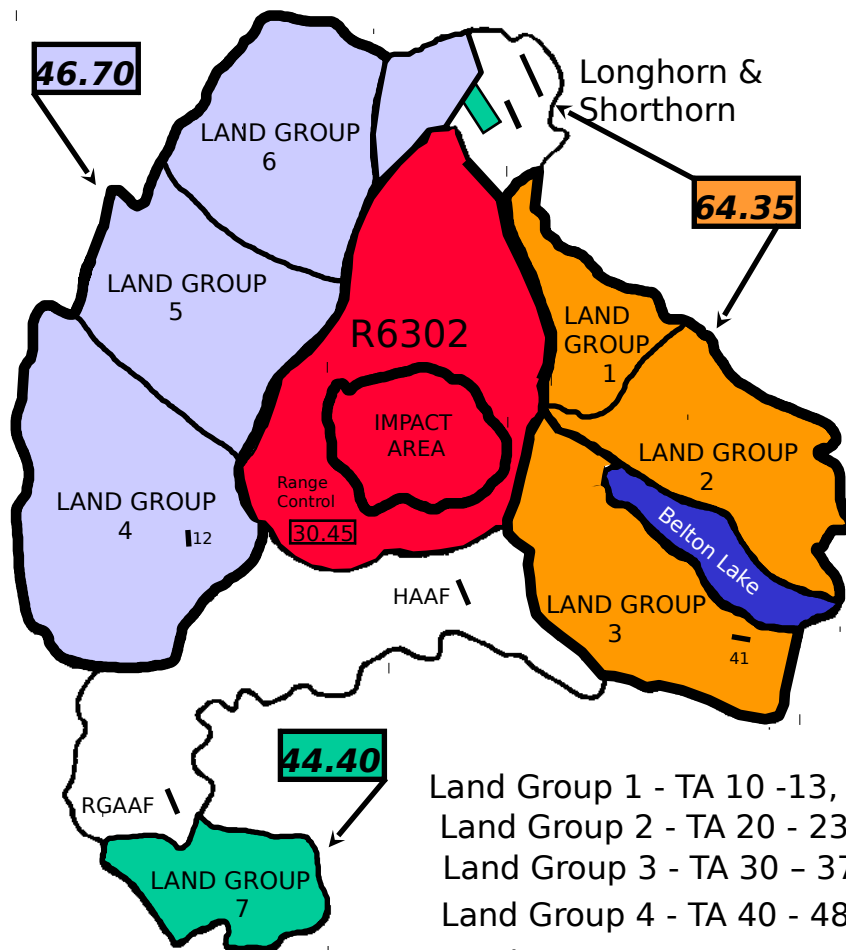
Note: Hood Radio is an advisory service only

Land Groups and Training Areas

Transponder 4000

Land Group frequencies are for announcing your intentions to other traffic on the East Side, West Side or Land Group 7 traffic operating **at or below 200' AGL**.

NOT ON THE CARS!



Land Group 1 - TA 10 -13, (NFH 301-306)

Land Group 2 - TA 20 - 23

Land Group 3 - TA 30 - 37, LTA

Land Group 4 - TA 40 - 48

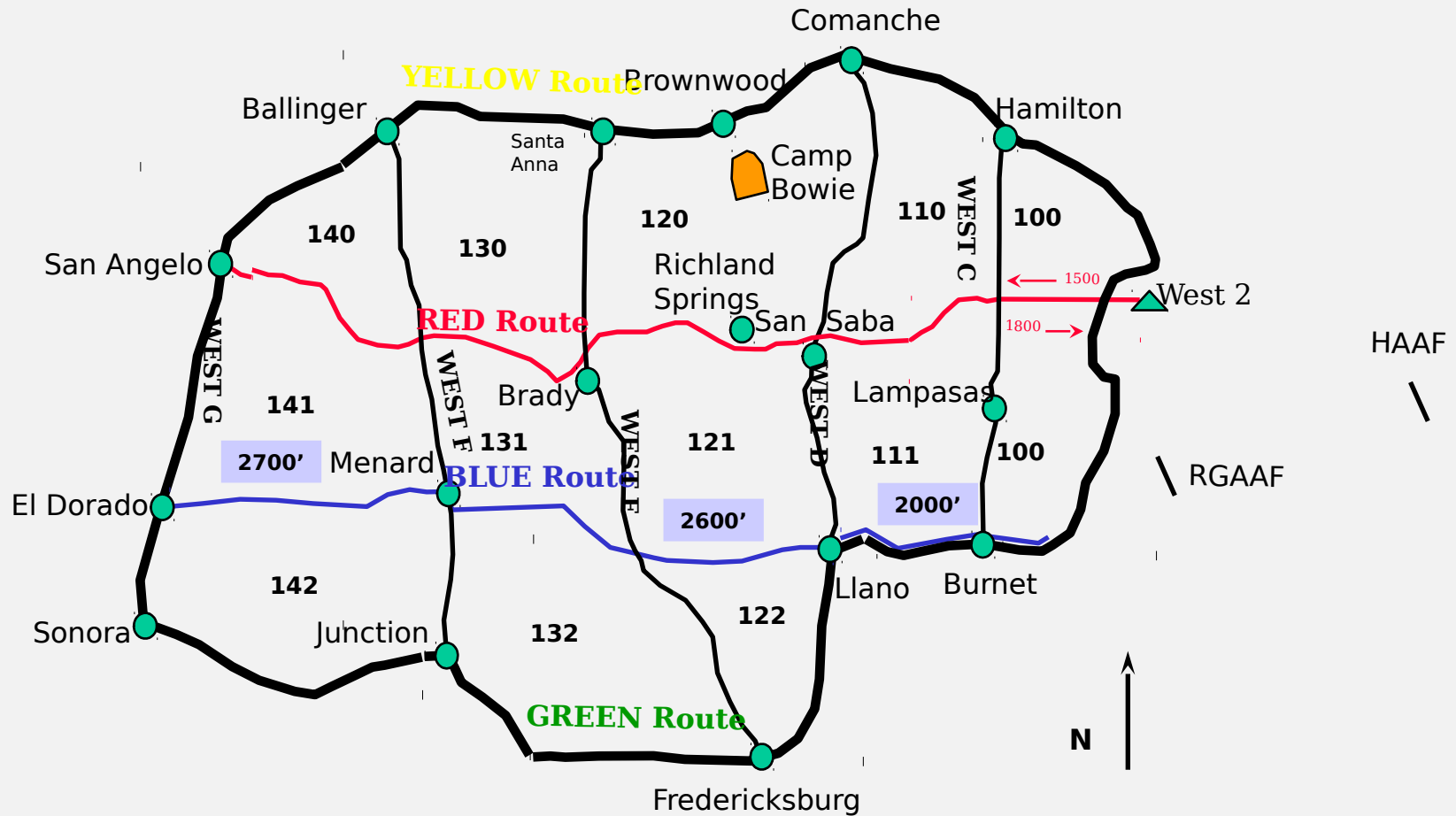
Land Group 5 - TA 50 - 53

Land Group 6 - TA 60 - 66

Land Group 7 - TA 70 - 74 (Maintain Commo with GRK Twr)

Western Training Area

21,237 Sq Km 8,200 square miles



Unmanned Aerial Systems (UAS)



THEY'RE HERE.....

What do aviators need to know

- UAS operations will continue to increase requiring aviators to have greater situational awareness while operating in the Fort Hood airspace.
- **Integration** of manned and unmanned assets will be accomplished through vertical, horizontal and timed separation.

What to expect

- UAS operations are activated by NOTAM
- UAS launch/recoveries (*outside the redline*) are announced on land group frequency
- Non participating aircraft will remain clear of the ROZ unless coordination is made with the UAS unit on land group frequency prior to entry.

Where

- Inside the ROZ's SFC to 7000 MSL (Strip 50, Cold Springs)
- Outside the ROZ's - 5000' MSL min. to 9000' MSL max in all restricted airspace of R-6302.

(Exception is the 'Hunter UAS' corridor from RGAAF to R-6302 at 3000/5000' MSL)

(504th MI BDE)

Ft. Hood Reg. 95-1
Rules & Regulations Summary

TRAFFIC PATTERNS *(Longhorn Tower operational M-F 0900-0100)*

- Longhorn East Only @ 1100' MSL *(unless otherwise directed)*

- Shorthorn West Only @1100' MSL *(unless otherwise directed)*

- Robert Gray/Hood 1500' MSL

SCHEDULED AIRSPACE

- Scheduled through DPTMS Range Division (FH 95-1 Format)

- Surface to 5000' MSL

- Unit must "activate" and "de-activate" with Hood Radio

WEATHER *(All training will terminate/recover at <500' ceilings)*

- Uncontrolled at or below 1200' AGL
 - ▶ Day = Clear of Clouds, ½ SM Visibility

 - ▶ Night = Clear of Clouds, 1 SM Visibility

- Special VFR is same as above for Day & Night

- Special requirements WX < 1000-3
 - ▶ One Radio tuned to GRK Approach Control

 - ▶ NAVAID for Approach Tuned

Ft. Hood Reg. 95-1
Rules & Regulations Summary (Continued)

AIRFIELD CORRIDORS - Outbound 1500' MSL, Inbound 1800' MSL

- Maximum airspeed 90 KIAS

- Night Operations in airfield corridors require Landing Light-ON and Position Lights-BRIGHT

- Low-Level (200' AGL and below) departures/arrivals via checkpoint Bridge when approved by HAAF Tower.

NIGHT OPERATIONS

- Lighting Requirements

▶ **SCHEDULED AIRSPACE (Black-out operations)**

- High bird/O/C required - fully lighted - must monitor land group frequency at all times

- All aircraft - monitor common air to air frequency. May use land group frequency to monitor but will not conduct operations on that frequency

- ROZ incursion (Non participating A/C) - all aircraft, immediately full lighting until problem resolved

▶ **SCHEDULED AIRSPACE: (Minimal Lighting)**

- Single ACFT: Position Lights-STEADY DIM, Anti-Collision-OFF

- Formation FLT: Position Lights - STEADY DIM, Trail aircraft must have Anti-Collision-ON. Other aircraft - Anti-Collision-OFF Except in numbered Corridors.

▶ **OTHER THAN SCHEDULED AIRSPACE:**

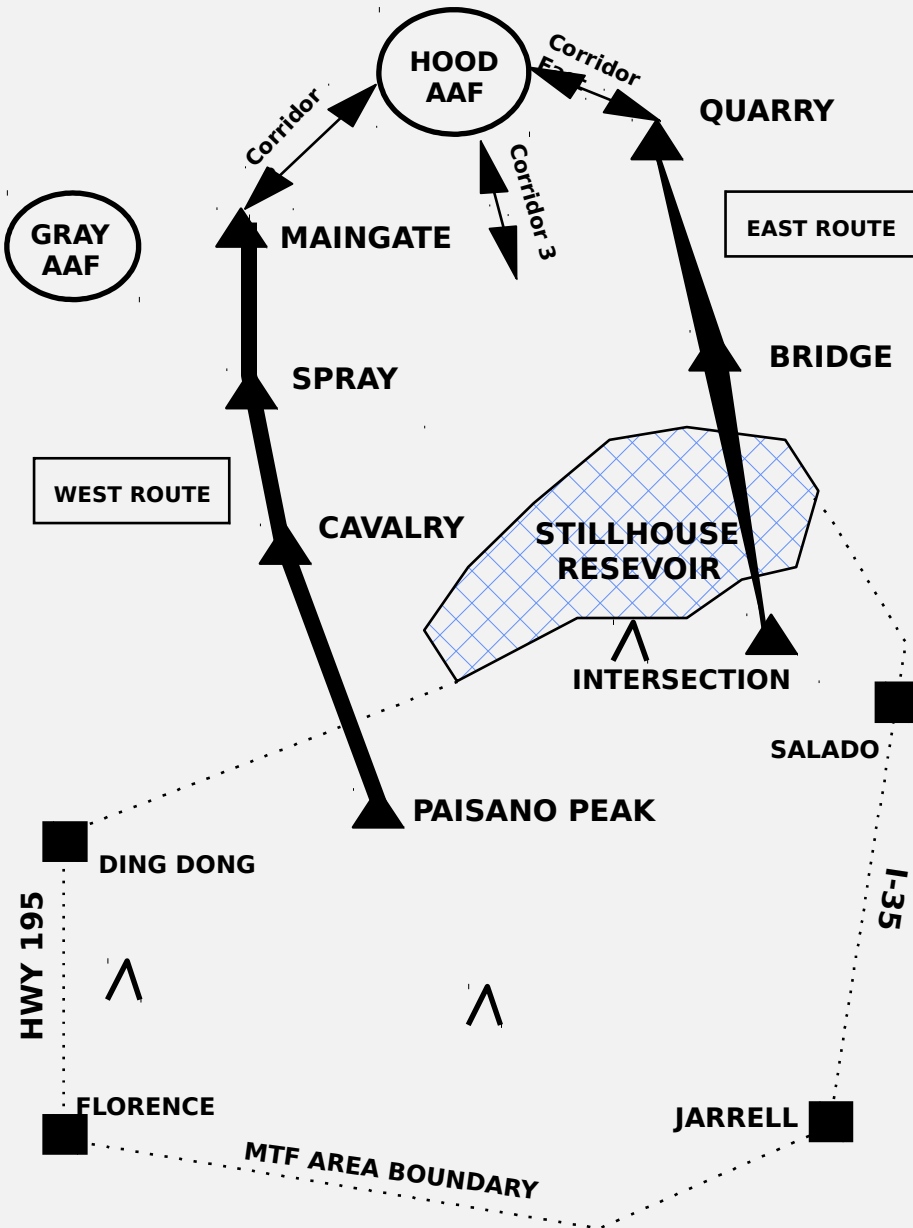
- Single ACFT: Position Lights-STEADY BRIGHT, Anti-Collision-ON

- Formation FLT: Trail aircraft must have Position

Emergency Procedure Training

- RGAAF is the primary location
- HAAF limited to 2 aircraft (not recommended)
- Simulated Engine Failures - Term w/power
 - RGAAF, HAAF, Temple
 - Strips 12, 41 & 22
 - LZ Texas
 - Antelope DZ and Rapido DZ

MTF AREA V



Flight Follow with Gray
Approach or Hood Radio

Air to Air Frequency
44.40

- VFR conditions, daylight only
- Duration: 2.5 hour or less
- MTF call sign use

NOTE: MPs must close-out flight plans with originating airfield

Flight Plans vs “LOCAL” Flight Plans

- IFR – IAW DoD Publications
- VFR – Flights that terminate or involve engine shutdown outside the FH/WTa require a DD Form 175 (non Local)
- VFR 175-1- Mandatory outside the local flying area
- NOTAMS are updated on LAN or 21 CAV Flt Ops

-
- A “Local” does not go to the FSS/FAA system
 - Maximum 12 hours
 - Originate and terminate within FH or WTA location
 - Flights outside FH or WTA not involving engine shutdown (ie, AUS, GUO, SAT)
 - Flights to Mathis Field (San Angelo) and Brownwood listing WTA in the route of flight.
 - Flights to Temple. The DD 175 must show HLR or GRK in the “TO” Block.

VFR Weather Minimums

- **AR 95-1 Class G Airspace**
 - DAY – Clear of Clouds, 1/2 mile visibility
 - NIGHT- Clear of Clouds, 1 mile visibility
- **Fort Hood 95-1 Class G Airspace**
 - DAY – Clear of Clouds, 1/2 mile visibility
 - NIGHT – Clear of Clouds, 1 mile visibility
 - NIGHT < 500'ceilings – terminate and recover

- **SVFR for RGAAF and HAAF Class D airspace**
 - DAY – CC, NO minimum ceiling, 1/2 mile visibility
 - NIGHT – CC, NO minimum ceiling, 1 mile visibility

Procedural Controls

Weather < 1000 - 3

- ON POST – When weather at HAAF or RGAAF is <1000-3.
 - Report all intersections, altitudes, and routes
 - Report deviations to CARS altitudes
 - Below 200' monitor TA frequency
- RGAAF Corridors 5,6, and 7 only used for SVFR conditions

IIMC Procedures

- Commit to Instrument Flight
- Perform recovery per ATM – Attitude, Heading, Torque, Airspeed
- Turn only to avoid obstacles or live fire area
- Climb to 2500' MSL, Transponder to 7700
(Note: 2500' MSL altitude applies to R6302 only!)
- Contact Gray Approach and declare an Emergency
- Request PAR, if available
- Select appropriate route and recovery airfield.

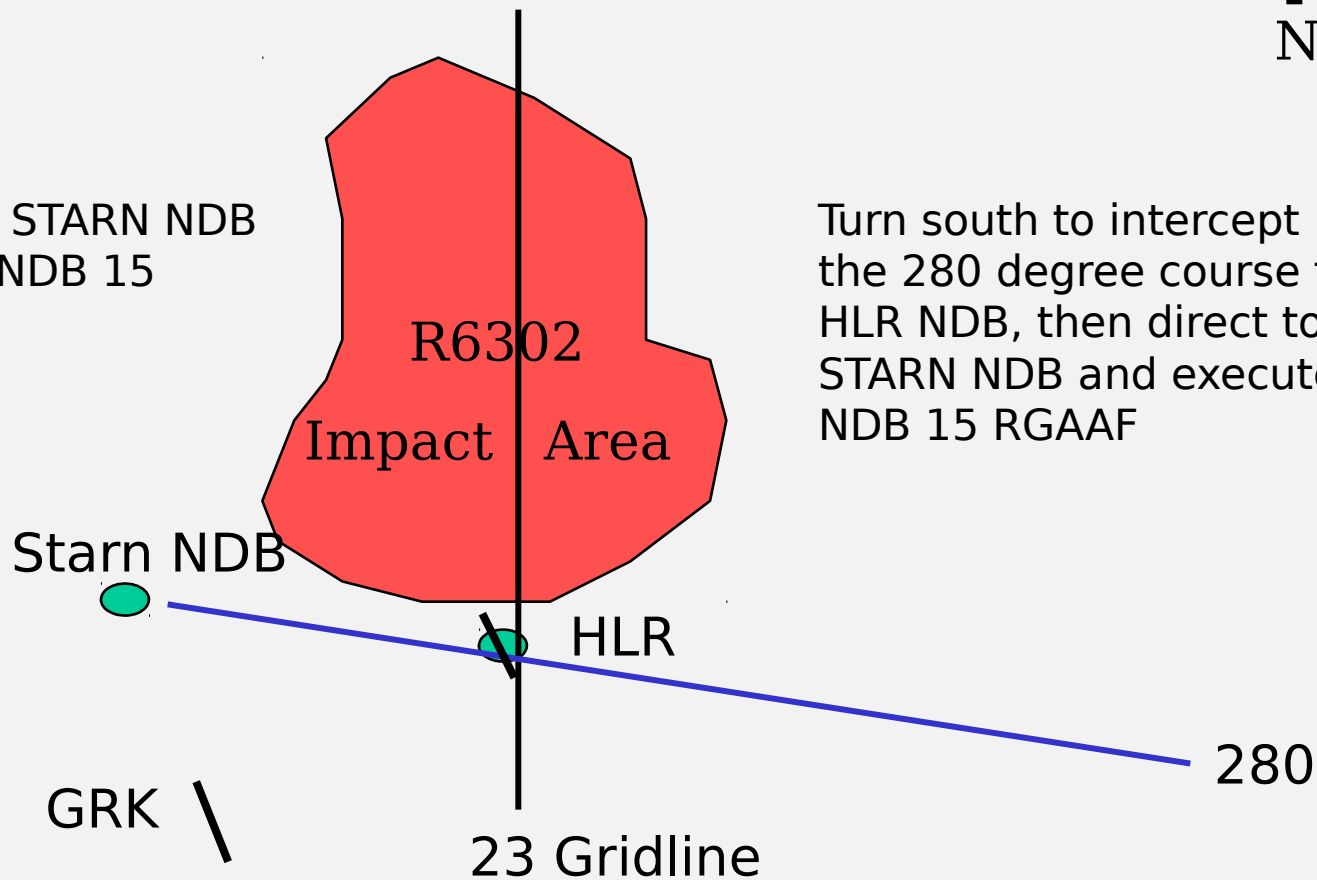
IIMC Lost Commo

Squawk 7600



Proceed direct to STARN NDB
and execute the NDB 15
RGAAF

Turn south to intercept
the 280 degree course to
HLR NDB, then direct to
STARN NDB and execute the
NDB 15 RGAAF



Individual Unit Specifics

NOT COVERED by this Briefing

(IAW TC 3-04.11)

Local Area Orientation Flight

Unit Policies and Procedures/SOPs

Airfield Facilities and Layout Tour

ALSE Procedures

Unit Orientation:

- Flight Operations

 - Reading File

 - Flight planning facilities and obtaining maps, charts & FLIP

 - Weather/NOTAM acquisition

 - A/C keys, fuel cards, data cards, etc.

Local Area Orientation - Questions?



SURVIVAL

When you are in deep trouble,
say nothing, and try to look like
you know what you're doing.